

# Canard Buys The Imperator For Ocean War

**Battle With America For Supremacy in Sea Passenger Trade To Be Waged With Ex-German Liners**

## U. S. Has the Bismarck

**British and International Lines Evenly Matched; Leviathan May Decide Fight**

A contest for the blue ribbon of the Atlantic supremacy in the ocean passenger carrying trade looms behind the announcement made by the Cunard line yesterday that it had purchased the \$2,200,000 Imperator. Giant ex-German liners, the largest ships in the world, are the weapons with which this contest is expected to be waged between American and British interests. The Cunard line has been operating a fleet of four liners, the Bismarck, the British government, the vessel having been turned over by Germany as part of the tonnage surrendered in reparation for destruction of Allied ships.

This purchase, which was announced by cable to the Cunard officials here, follows closely upon the announcement of the purchase by the International Mercantile Marine Company of the Bismarck, which is still larger than the Imperator, and which also will be placed on the New York run. She will become part of the White Star fleet. It is not probable, however, that the Bismarck can be placed in commission before next year. Although she was launched only a week or two before the war, the account of her construction is not complete. Her machinery has been installed and most of her superstructure completed, but the hull is not yet finished. The passenger service has not been begun.

Huge liners as rivals.

Until recently the belief prevailed in shipping circles that the Cunard company would not attempt to purchase the Bismarck, but would rather rely on the British government. With the purchase of the Bismarck by the International Mercantile Marine Company, however, the contest for the blue ribbon of the Atlantic supremacy is expected to be waged between American and British interests. The Cunard line has been operating a fleet of four liners, the Bismarck, the British government, the vessel having been turned over by Germany as part of the tonnage surrendered in reparation for destruction of Allied ships.

When, through the merger effected by the late J. P. Morgan early in this century, the International Mercantile Marine Company was formed, it acquired a large amount of high-grade British tonnage was brought into the United States. Great Britain, by building faster and larger vessels, had gained the blue ribbon of the Atlantic. The Cunard line, which is a subsidiary of the British government, built the Lusitania and Mauretania, bigger and faster than the Germans had, and brought the blue ribbon back to England.

Germany at once, however, began preparations to regain her lost supremacy. She began construction of the Imperator, a liner larger than the Bismarck, and planned to put her back in her former position. The Imperator was completed in 1912, but the war prevented her service only shortly before the war. As the Lusitania, she now lies in the North River, part of the Shipping Board's fleet, having been captured by the United States. The Imperator has been service as a transport.

With the ships lost to Germany as a result of the war, the contest for the present from any contest for transatlantic carrying trade. Her former liners, however, will be the chief figures in the third contest in this century for the blue ribbon of the Atlantic.

Sea rivals well matched.

At present the Cunard and International Mercantile Marine lines are about evenly matched in transatlantic tonnage, with the Aquitania and the Bismarck, and the Lusitania and the Mauretania, respectively, outside of the newly acquired ex-German liners.

The Leviathan, however, may be the deciding factor in the present situation. She is the largest liner in the world, and her speed is 33 knots. She is being built for the Cunard line, and her completion will give the line a decisive advantage in the contest for the blue ribbon of the Atlantic.

With the acquisition of the Leviathan, the International Mercantile Marine company would have two of the three largest liners in the world, and it is expected that the line will be able to offer a service that will be a match for the best offered by the other lines.

# Sales of Furs Total \$5,000,000 in a Week

**Marmots Show Greatest Decline, Running 75 P. C. Below Last May's Figures**

ST. LOUIS, Feb. 26.—Sales of more than a million dollars to-day marked the sixth day of the midwinter fur sale. The total for the first week is above \$5,000,000.

A lot of \$30,352 marmots showed the greatest decline of any fur yet offered, the sale running 75 per cent below last May's figures. The high price reached by any of these skins was 90 cents.

Most of the afternoon was taken up with the selling of 685,862 pounds of Australian and New Zealand rabbits, and the only rabbit which is disposed of by the pound instead of by the pelt. The high price on Australian rabbits was \$1.62, and on the New Zealand rabbits, \$1.02. It was announced that the portion of the collection suitable for furs was declined 40 per cent, while the hatters' stock dropped 50 per cent.

## McClellan Sails For Greece; Sees Hyman Re-elected

**E. F. Wright Ends 54 Years With White Star Line by Giving Signal for Celtic to Start for Liverpool**

George B. McClellan, a former Democratic Mayor of New York City and now a professor at Princeton, sailed yesterday for Liverpool on the Cunard liner Celtic, to see his old friend, Mayor John Hylan, who would be elected to succeed himself.

Mr. McClellan said he would travel in Greece and return to New York in September. He said he believed that the Democrats would have a splendid chance at the next municipal election to sweep their candidates into power, and that the city would be a better place under his leadership. When he returned from Washington, he was informed that the ship owners had announced official reductions in wages, and that the strike would be called off. He said that if the strike did not change, he would have an easy victory at the next election.

The Aquitania carried 2,430 passengers, 655 saloon, 375 second cabin and 1,400 steerage.

Among the saloon travelers were Sir Ernest Shackleton, William Harris, Sir John B. Wimple, Charles J. Pannell, Lord and Lady Camoy, Mrs. William H. Hylan, and others. The Celtic, which is a subsidiary of the International Mercantile Marine Company, is the largest liner in the world, and her speed is 33 knots.

When the Celtic straightened out in mid-stream, Mr. Wright was invited to the officers' club at Pier 59, and there received a loving cup from his associates. After a dinner at the club, he went to the Celtic, where he was met by the ship's officers. He said that he was very glad to see the ship, and that he was sure it would be a great success.

Among the passengers who sailed yesterday for Naples on the White Star liner Aquitania were Mayor John Hylan, Mayor John Hylan, and others. The Aquitania, which is a subsidiary of the International Mercantile Marine Company, is the largest liner in the world, and her speed is 33 knots.

The new ship will have many innovations in her design intended to fit her for the most economical handling and the most efficient use of fuel. She will be able to carry 2,430 passengers, 655 saloon, 375 second cabin and 1,400 steerage.

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# Biggest Strike in Sea History Is Threatened

**Marine Union Official Asserts Men Will Refuse to Accept Wage Reduction Scheduled for March 1**

The greatest strike in the history of the American merchant marine may be begun within the next two weeks unless the American Steamship Owners' Association desists from its determination not to continue its present agreement with the various classes of ship workers and to force a reduction in wages, it was said last night by B. L. Todd, secretary-treasurer of the Marine Engineers' Beneficial Association.

The agreement between the marine engineers of the Atlantic and Gulf coast district and the ship operators expired on December 31. It is because the ship owners have refused to renew this agreement and instead have given notice of a reduction in wages March 1, that the strike may be provoked, Mr. Todd said.

A joint meeting of the executive council of the national organization of Masters, Mates and Pilots and the executive council of the Atlantic and Gulf district of the Marine Engineers' Beneficial Association was held in Washington last week, following the refusal of the ship operators to meet the marine engineers in joint session.

The conference of the two aforementioned organizations, Mr. Todd said, decided to combine their efforts in the wage scale of 1920 under any circumstances and flatly refused to accept the proposed reduction.

The 1920 wage scale provided for \$300 a month for masters, \$205 for first mates, \$165 for second mates, \$275 for chief engineers and \$205 for assistant engineers. When the conference returned from Washington, they were informed that the ship owners had announced official reductions in wages, and that the strike would be called off. He said that if the strike did not change, he would have an easy victory at the next election.

Charles G. Hanna, president of the Atlantic Coast Towboat Owners' Association, yesterday declared that under no circumstances would he accept the proposed wage reductions. He said that the action to be taken in resisting the execution of wage reductions would be put up to the membership of the organizations.

Old Guard Plans Caucus to Assure Dry Bill's Passage

Republican Senators Move to Bring Committee Members Into Line for Favorable Action on Measures

ALBANY, Feb. 26.—In order to insure incipient opposition among Republican Senators to the Mullan-Gage dry enforcement bill, the Old Guard members of the Upper House will confer on this measure after the session Monday night. The leaders plan to turn the conference into a caucus, so as to make the bill a party measure.

This action is largely due to the fact that an S O S has been sent out by those members of the Senate Judiciary Committee who are friends of the bill that the Mullan-Gage bill is being brought to the floor, and that it is feared there will not be enough votes in the Judiciary Committee to obtain favorable action on the bill.

The advocates of the Slacer dry enforcement bill, which meets the views of the Mullan-Gage bill, are now developing, however, that the opposition to the Mullan-Gage bill is largely due to the fact that in some respects it is too drastic to meet the views of those who believe in dry enforcement but who would not want to turn the state into a zone as arid as the Sahara.

The Slacer bill, which was drawn by William H. Anderson, superintendent of the Anti-Saloon League, contains provisions even more drastic than those of the Mullan-Gage bill. Should the Slacer measure be enacted, it would mean that the making of home-brew would be illegal. There is no danger, however, of the bill being passed, as it is extremely doubtful that it will be reported out of committee.

Legislative veterans are marveling at the change in the attitude of the Legislature toward the Anti-Saloon League and the Anti-Saloon League.

# Marine Reports

**High water low water**

Sandy Hook, N. J., Feb. 26.—High water 11:29 a.m.; low water 5:32 p.m. Sandy Hook, N. J., Feb. 26.—High water 11:29 a.m.; low water 5:32 p.m.

**Arrived Yesterday**

Str. Lyford (Nor.), Port Antonio, Feb. 15, 10 a.m.; Str. Lyford (Nor.), Port Antonio, Feb. 15, 10 a.m.

**Departed Yesterday**

Str. Lyford (Nor.), Port Antonio, Feb. 15, 10 a.m.; Str. Lyford (Nor.), Port Antonio, Feb. 15, 10 a.m.

**INCOMING STEAMSHIPS**

Due to-day

Vessel, Port, Departure

**Due to-morrow**

Vessel, Port, Departure

**Due Wednesday**

Vessel, Port, Departure

**Due Thursday**

Vessel, Port, Departure

**Due Friday**

Vessel, Port, Departure

**Due Saturday**

Vessel, Port, Departure

**TRANSATLANTIC MAILS**

The connecting mails close at the Grand Central Station, New York, at 6 p.m. as follows:

From the U. S. Naval Communication Station

# Kenlon Near Death When Glass Falls

**Huge Sheet Drops at Feet of Chief While He Directs Work at \$75,000 Blaze in Six-Story Building**

Fire Chief John Kenlon narrowly escaped death while supervising the work of fighting the spectacular blaze that damaged the six-story building at 79 Nassau Street yesterday morning to the extent of \$75,000. Chief Kenlon was standing in front of the burning building, directing his firemen, when a huge sheet of plate glass which had broken from an upper story window crashed down at his feet. The falling glass missed him by about a foot.

The chief was engaged in locating the fuse box to which were connected burglar alarm systems in the building. Firemen were forced to fight the blaze from the fire escape in front of the building, and this was charged with electricity from the building. The fire was finally traced to the fuse box and disconnected.

Two firemen, Harry Engelholm and Thomas Lahey, of No. 10 truck, were severely injured when the sheet of glass fell. They were standing near the fuse box, and the sheet of glass fell on them. They were both taken to the hospital.

The fire, the origin of which is unknown, started in the offices at the rear of those of Dr. F. J. Woodworth, on the second floor, and spread rapidly through the building. The fire was finally traced to the fuse box and disconnected.

Three other fires in widely separated sections yesterday morning gave firemen a heavy morning's work.

Depere 2779 S. San Francisco Feb. 25. Depere 2779 S. San Francisco Feb. 25.

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# Nautical School Alumni Ask State To Keep Newport

**Marine Men at Dinner Here Declare Training Ship Is Big Asset; Hulbert Supports the Same View**

Don't give up the ship!

Sounding this sentiment, directed to the state administration, the alumni association of the New York State Nautical School, at its seventeenth annual dinner at the Hotel Commodore last night, went on record as strongly opposing any proposal to abolish the school and shift the training ship Newport into the hands of the federal government.

Resolutions disapproving discontinuance or curtailment of the school's appropriation were adopted and will be sent to Governor Miller on Tuesday by a delegation of the board of governors and maritime interests sponsoring perpetuation of the institution.

The dinner was attended by several hundred graduates of the school, many of them now holding positions of importance in the maritime world at sea and ashore. With host's pipe, roasting chafin and salty reminiscences, they looked back on the old days of the school, and the more modern Newport.

From graduates of the school, the Newport, which is a fine ship, was received in the form of a gift. The school, which is a fine ship, was received in the form of a gift.

The senior alumnus present was Charles Williamson, secretary, a member of the class of 1876.

**AMERICAN PORTS**

BALTIMORE, Feb. 26.—Arrived: Str. Del Norte, San Francisco via Savannah; Str. Del Norte, San Francisco via Savannah.

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# Squaws on Warpath For Tribal Suffrage

**Penobscot Indian Women Demand the Ballot and "Grand Lady Sachem"**

OLD TOWN, Me., Feb. 26.—Indian women of the Penobscot tribe to-day started on the warpath to obtain the right to vote in the tribal elections and share in the conduct of reservation affairs. Already some forward looking squaws have nailed the suffrage colors to the flagpole, and the tribe would make a wiser chief than any brave that even won a basket or built a canoe.

Last night the new women of an ancient people began rejoicing when they received a ruling from Attorney General Shaw that they could go as far as the tribe allowed, for the state would remain neutral. He said that tribal suffrage was entirely a matter for domestic adjustment. The ruling was in answer to a letter received by the Governor from Mrs. Peter Nicolai, of Old Town.

**U. S. Begins Inquiry Into Treatment of Radicals**

Francis G. Canfield, United States Attorney, began an inquiry yesterday into the treatment of radicals by the New York State Department of Justice that agents of the Department of Justice had maltreated alleged radicals in their charge. Mr. Nelles is counsel for Mrs. Mary Salsedo, in her suit to obtain \$100,000 on the ground that the cruelty of Federal detectives led her husband to end his life by leaping from the fourth floor of the New York State Prison. He made his charges in the form of an affidavit when Judge Mantou sustained a demurrer to his suit in the United States District Court.

"I beg to say," Mr. Canfield wrote to Mr. Nelles yesterday, "that at the conclusion of the Salsedo case Judge Nelles officially directed me to inquire whether in the instant case you, you committed perjury or were guilty of unprofessional conduct; and that, in consequence, you cannot escape having the matter inquired into by a competent tribunal."

"In due and orderly course you will be entitled to be present, and there will be no effort to prevent you from presenting your side of the controversy."

**Trip With Toe Dancer Lands Him in Jail**

Federal Attorney Notifies Lawyer Who Made Charges He Will Have Chance to Present Case

Justices Furchi, Herman and Murphy, in Special Session yesterday sentenced Percy H. Brown, thirty-three years old, of Kansas City, Mo., to not less than six months nor more than one year in the State Prison for fraudulently obtaining the Hotel McAlpin out of a hotel bill for \$58.45.

According to Probation Officer James Swan, who investigated the case, Brown was employed as a janitor in the hotel. He was found with a hotel bill for \$58.45, and he was charged with fraudulently obtaining the hotel bill.

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# Traction Bill Changes Asked By County Men

**Twelve Legislators Seek Amendments Affecting Questions of Fares and Valuation of Property**

After a two-hour conference yesterday at Republican County Committee Headquarters with County Chairman Koenig, the New York County members of the Legislature announced that they would seek to have Governor Miller's traction reorganization bill amended.

Chairman Koenig after the conference said:

"It seems to be a unanimity of judgment that it may be wise to have the traction bill amended in two or three particulars. The New York Legislators doubtless will try to have added to the measure a provision that there shall be no temporary increase of fare, and no permanent increase until the general unification plan has been worked out and agreed to by the companies and the various systems have been taken over by the city."

"There also is a strong sentiment among the New York County members for a reference of the fare question to the Appellate Division, as referee, assuming that the city's assent is deemed to be necessary. Still another feature of the bill is the provision that if the city is to take over the lines the bill should in terms state that the so-called physical valuation of the franchise and goodwill values. There will be no pressure exerted by the local organization to influence Senators or Assemblymen in their voting. They will be left to vote as they please. We do not look to see a unanimous vote on the bill."

Thirteen Senators and Assemblymen attended the conference, the only absentee being Senator Tamm. Chairman Koenig after the conference said:

Senator Hiram W. Johnson, of California, who is retained by the city government to fight the traction program of Governor Miller, yesterday issued the first chapter in his proposed daily serial on the "Traction Bill." The serial on the "Traction Bill" was issued by the city government to fight the traction program of Governor Miller, yesterday issued the first chapter in his proposed daily serial on the "Traction Bill."

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